Maryland Historical Trust

Maryland Inventory of Historic Properties Number: CAR-304

Name: MD 480 over Jones Branch.

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridged received the following determination of eligibly.

MARYLAND HISTORICAL TRUST

Eligibility Recommended ___X___ Eligibility Not Recommended _____

Criteria: ____A ____B ____C ____D Considerations: ___A ___B ___C ___D ___E ___F ___G __None

Comments:_____

_____

_____

Reviewer, OPS:__Anne E. Bruder_____ Date:__3 April 2001_____

Reviewer, NR Program:_Peter E. Kurtze_____ Date:___3 April 2001_____

Maryland Inventory of Historic Properties MHT Number CAR-304
Historic Bridge Inventory
Maryland State Highway Administration
Maryland Historical Trust

SHA Bridge No. 5019 **Name:** MD 480 over Forge Branch (Forge Branch Bridge)

Location:

Street/Road Name and Number: MD 480 (Ridgely Road)

City/Town: Greensboro **Vicinity** _____

County: Caroline

Ownership: _X_State__County__Municipal__Other

This bridge projects over: __Road__Railway_X_Water__Land

Is the bridge located within a designated district:__yes_X_no

_NR listed district_NR determined eligible district
_locally designated_other
Name of District_____

Bridge Type:

_Timber Bridge
_Beam Bridge_Truss-Covered_Trestle
_Timber-and-Concrete

_Stone Arch

_Metal Truss

_Movable Bridge
_Swing_Bascule Single Leaf_Bascule Multiple Leaf
_Vertical Lift_Retractile_Pontoon

_Metal Girder
_Rolled Girder _Rolled Girder Concrete Encased
_Plate Girder _Plate Girder Concrete Encased

_Metal Suspension

_Metal Arch

_Metal Cantilever

_X_Concrete
_X_Concrete Arch _Concrete Slab_Concrete Beam_Rigid Frame

_Other Type Name_____

CAR-304

Describe Setting:

Bridge 5019 carries MD 480 over Forge Branch in Caroline County. MD 480 runs east-west over the northern flowing Forge Branch. The bridge is in a sparsely settled area.

Describe Superstructure and Substructure:

Bridge 5019 is a single span closed spandrel concrete arch bridge. The length of the bridge is 55 feet from end wall to end wall with a clear span of equal length. The rise is approximately 12 feet 6 inches. The crown is approximately 2 feet 2 inches. The spandrel walls are approximately 14 feet high and 15 feet wide. There is a clear roadway width of 30 feet, with an overall width of 35 feet 10 inches. The arch ring has a 1-inch angle and a 2-inch cove molding. The arch has longitudinal and map cracking. There is some moisture and efflorescence. The arch ring has several pop outs with exposed aggregate and reinforcement bars. However, most of these areas have been patched with mortar. The spandrel walls have fine vertical and map cracks. The wingwalls on both the northern and the southern sides of the bridge are made of concrete. According to a 1996 inspection report, the bridge is in satisfactory condition with a sufficiency rating of 81.6.

Bridge 5019 has its original parapets. The parapets are 55 feet across on both the eastern and western sides of the bridge. The parapets are separated into 7 sections. The second, third, fourth, fifth, and sixth sections from the northern and southern approaches are approximately 9 feet long and 3 feet high. The parapet is an open paneled design. Each section has 12 open parapets that are poured into the deck. Each of these sections is separated by a 1 foot 6 inch squared closed panel . The first and seventh sections are approximately 25 feet long and 3 feet high. These end sections are closed panels. The end sections have 2 1-inch incised panels. Each incised panel is 10 feet long and 1 foot high. A felt joint that measures ¼-inch separates each section. All of the parapets are topped with a concrete cap measuring approximately 4 inches by 6 inches. The parapets have vertical and longitudinal cracking. The south parapet cap has 1 section with on the west end elevated by 2 inches. The elevated area is about 4 inches long and is located near mid-span. The bases and safety curbs are spalled and cracked. The worst area is on the south side where a 12-foot long, 1 ½-foot wide spall was observed.

Discuss Major Alterations:

No major alterations have occurred.

When Built: 1932
Why Built:. Expansion of Caroline County infrastructure. Replacement of an earlier structure.
Who Built: State Roads Commission
Why Altered: N/A.

Was this bridge built as part of an organized bridge building campaign?
It is unknown if this structure was built as part of a road construction project between Ridgely and Greensboro.

Surveyor Analysis:
This bridge may have NR significance for association with:

X A Events **_Person**
X C Engineering/Architectural

This bridge was determined eligible by the Interagency Review Committee in February 1996.

Was this bridge constructed in response to significant events in Maryland or local history?

It is unknown why the first bridge at this location was built. However, during the 1930s the State Roads Commission issued bonds for the purpose of constructing new bridges and reconstructing and rebuilding old bridges within the state. The proceeds of the bond issue were placed in an account that was credited to the

Commission. Eighty percent of the proceeds had to be spent for the erection of new bridges and the reconstruction or rebuilding of old ones.

There is a single design sheet from the original construction of this structure and the approval date is given as 1932. However, the contractor files and the design files no longer exist and it is difficult to explain the need for this structure except to say construction of bridges along the Ridgely to Greensboro corridor were being constructed with the use of state bond funds.

Is the bridge located in an area that may be eligible for historic designation and would the bridge add to or detract from historic and visual character of the possible district?

No this bridge is not located in an area that is eligible for historic designation.

Is the bridge a significant example of its type?

Yes this bridge is a representative type of concrete arch bridge that was constructed by the State Roads Commissioners during the final phase of concrete arch construction.

Does the bridge retain integrity of the important elements described in the Context Addendum?

Yes this structure retains its character defining elements, including spandrel walls, parapets, abutments, and wingwalls.

Is the bridge a significant example of the work of the manufacturer, designer and/or engineer?

Yes, this bridge is a significant example of the work of the State Roads Commission in the 1930s.

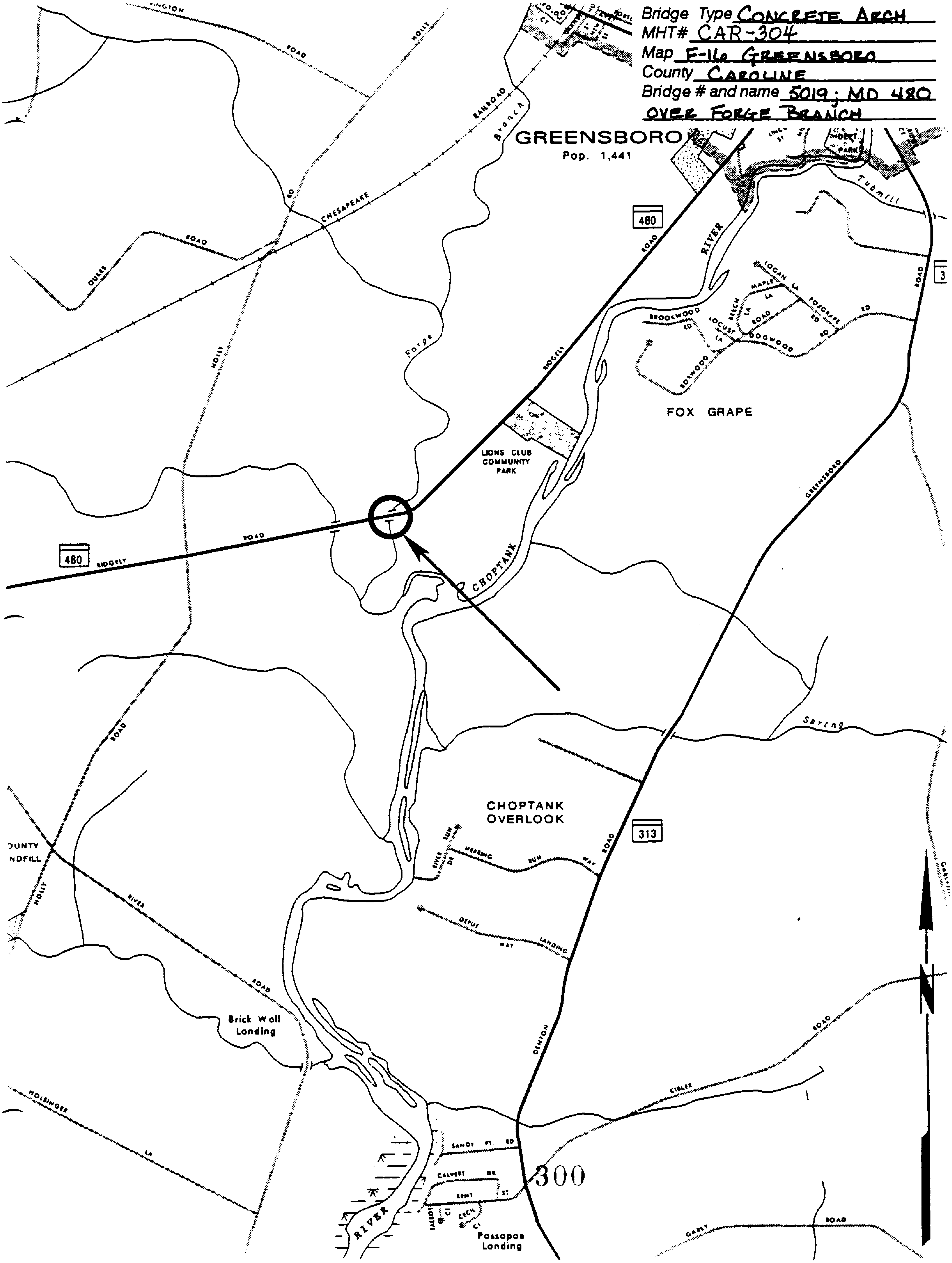
Should this bridge be given further study before significance analysis is made and why?

No, this bridge should not be given further study.

Bibliography:
County inspection/bridge files _____ **SHA inspection/bridge files** ___X___
Other (list):

Surveyor:
Name: Stacie Y. Webb **Date:** September 1995
Organization: State Highway Admin. **Telephone:** (410) 545-8559
Address: 707 N. Calvert Street, Baltimore, Maryland
Edited by P.A.C. Spero & Company, December 1997

Bridge Type CONCRETE ARCH
MHT# CAR-304
Map E-16 GREENSBORO
County CAROLINE
Bridge # and name 5019; MD 480 OVER FORGE BRANCH


GREENSBORO
Pop. 1,441
FOX GRAPE
LIONS CLUB COMMUNITY PARK
CHOPTANK OVERLOOK
Brick Woll Landing
Possopoe Landing
480
313
RIDGELY ROAD
CHOPTANK
RIVER
Forge Branch
CHESAPEAKE RAILROAD
HOLLY ROAD
DUKES ROAD
RIVER ROAD
HOLSINGER LA
GREENSBORO
DENTON ROAD
HERRING RUN WAY
DEPUE LANDING WAY
KIBLER ROAD
GAREY ROAD
SANDY PT. RD
CALVERT DR
KENT ST
Tubmill
Spring
BROOKWOOD RD
LOGAN LA
MAPLE LA
BEECH LA
LOCUST LA
DOGWOOD RD
FOXGRAPE RD
BOXWOOD
300

CAR-304
CAROLINE COUNTY
MATT HICKSON
3-16-95
~~MARYLAND SHPO~~ SHA
BRIDGE 5019, LOOKING EAST
1 OF 5

CAR-304
CAROLINE COUNTY
MATT HICKSON
3-16-95
~~MARYLAND SHPO~~ SHA
BRIDGE 5019, LOOKING WEST
2 OF 5

CAR-304
CAROLINE COUNTY
MATT HICHSON
3-16-95
~~MARYLAND SHPO~~ SHA
BRIDGE 5019, LOOKING UPSTREAM (NW)
3 OF 5


BUILT — 1952
STATE ROADS COMMISSION
G. CLINTON HILL — CHAIRMAN
R. BROOKE LEE ROBERT LACY
H. D. WILLEY — STATE ENGINEER
W. G. HORTON — BRIDGE ENGINEER

CAR-304
CAROLINE COUNTY
MATT HICKSON
3-16-95
~~MARYLAND SHPO~~ SHA
BRIDGE 509, PLAQUE ON UPSTREAM PARAPET
4 OF 5

CAR-304
CAROLINE COUNTY
MATT HICKSON
3-16-95
~~MARYLAND SHPO~~ SHA
BRIDGE 5019, LOOKING DOWNSTREAM (SE)
5 OF 5